

WSBIS Working Team Meeting 12/12/2016

Present: Roman, Heath, George, Margaret, Will, Steve, Jody Bywater

Phone: Larry, Margaret, and Rich for most of it.

Review Minutes

11/3/16 minutes accepted, though Larry pointed out that the LP migration is happening on schedule, although there is some shifting around between agencies.

Data Migration Status

As stated above, the LP data migration is still on schedule for completion before the October 2017 NBI/NBE submittal, even allowing for August and September 2017 as a buffer. George noted that there is a “bow wave” of ~800 bridge records to migrate this month, with the monthly totals thereafter dropping to the 100-200 range through July 2017, the scheduled completion month.

1/26/17 WSBIS Deployment

No new news. It’s happening. BPO will create destinations for 7000 series fields where they are available in the final WSBIM.

BPO-Local Agency Coordination with Integrated Database

This topic was the first discussed at the meeting, and was the part that Rich was present for by telephone. It also took the most time and little was resolved. It was, however, useful for the group to come to grips with some of the issues surrounding report types and inspection types were raised. Among the few things that were resolved:

- Different agencies should use different report types when sharing responsibility for a bridge record. This is necessary to allow each agency to maintain their own inspection schedule and frequency.
- The use of distinct report types will be supplemented by using distinct notes and BMS elements as much as possible (safety inspections will be limited to using BMS element 366, for example). **PLEASE REVIEW AND CONFIRM THIS STATEMENT – gfc 12/14/16.**
- George will assemble the most comprehensive possible list of ways agencies may want to share a bridge record, and attempt to correlate them to existing report and inspection types, with specific examples. Gaps in the available set of report types and inspection types will also be identified and provide a basis for adding new report/inspection types. This list will also attempt to correlate bridge and tunnel

certification requirements (see below). The next meeting will be dominated by a review of this list.

WSBIS Changes for 2018

George reviewed some WSBIS changes that are under consideration for deployment in 2018 or later, and provided some context.

Associating repairs to BMS elements. For the 2016 inspection season, BPO inspectors have been identifying which BMS element or elements are associated with each repair in the repair notes. A change under consideration is to make this association a part of creating a repair, and thereby making repairs searchable in the database by BMS element. Impacts to local agencies was discussed briefly, and it seemed likely that a solution would be found. One idea George suggested was to have a default BMS element (actually the 0 note) that was automatically populated when repairs were created.

Overcrossing code. Incorporating the NTIS and NTI into WSBIS revealed a significant issue with load rating data, because the NTI always and only associates the tunnel to the route inside the tunnel, with no capacity to associate a route over a tunnel. However, in most cases load ratings are calculated for routes over tunnels in WSBIS. One step in solving this problem is to create a way to capture route information over tunnels, hence the creation of an overcrossing code. The idea is to take the existing on/under code which currently has legal values of 0, 1, 2 and A-Z, and add new legal values of 3-9 which would designate overcrossings. Of course, modifying the database so that load ratings can be associated to crossing records (on, under, or over as need be) is another very significant step not discussed. Everyone agreed that since this on/under field plays a key role in the database, this change will be tricky and needs to be modified with care. We also agreed that this change would be a good candidate to delay until 2019 or beyond.

Tunnel certification. George believes that Debbie Lehmann FHWA will expect WSDOT to have a fully functional tunnel certification system in 2018, similar to the bridge inspection certification system. George asked Roman to confirm this understanding. Steve expressed concern that this will drive the need for a separate database for the tunnel inventory. This tunnel certification system was also part of the discussion around report and inspection types, though the relationship between them was not clearly defined in the discussion.

Prepare for limiting CD lists on workstations. The current WSBIS architecture retains a full history of control datas (CD's) for each bridge, which captures all changes made do the database which via the editing and release process. This history extends back to about 1991, though the data capture process was incomplete until about 2007. This complete history is growing each year as inspection reports are processed, and all this historical data is managed and distributed to all workstations via the WSBIS service. Long term, this will not be sustainable, and BPO is considering options to limit the distribution of historical CDs which

exceed a certain age, roughly 10 years or so. The intent would be to retain the complete history in the primary database, but not synchronize these older CD's with workstations.

Evaluating use of WSBIS Office Edition. This was not discussed, we ran out of time.